

## **SOUTH COUNTY AREA TRANSPORTATION BOARD (SCATBd)**

May 21, 2013

### **MEETING SUMMARY**

#### **Members**

Mayor Pete Lewis (Chair)	City of Auburn
Councilmember Marcie Palmer (Vice-Chair)	City of Renton
Councilmember Jeanne Burbidge	City of Federal Way
Stacy Trussler	WSDOT
Joe Timmons	King County Council (Alternate)
Councilmember Elizabeth Albertson	City of Kent
Chris Arkills	King County Executive (Alternate)
Commissioner Don Meyer	Port of Tacoma
Mayor Dave Hill	City of Algona
Councilmember Kate Kruller	City of Tukwila
Councilmember Stacia Jenkins	City of Normandy Park
Councilmember Wayne Snoey	City of Covington
Councilmember Victoria Laise Jonas	City of Maple Valley
Kelly Hayden	Pierce Transit
Councilmember Barry Ladenburg	City of SeaTac
Councilmember Carol Benson	City of Black Diamond (Alternate)
Terry Davis	South Sound Cambers Coalition
Councilmember Joan McGilton	City of Burien
Mayor Rebecca Olness	City of Black Diamond
Councilmember Jeanette Burrage	City of Des Moines

#### **I. Open Meeting**

After introductions the Board approved the March 19 and April 16 SCATBd meeting summaries.

#### **II. Reports**

Mayor Lewis reported on the May 20 Transportation Rally that was held on Olympia. He said there were a number of elected and stakeholders in attendance, and said that this legislative session was probably the last chance to get funding for the SR 509/SR 167 Gateway Project. Mayor Lewis reiterated the need for the Gateway projects because of their importance to the economic vitality of the State and region.

Monica Whitman gave a short report on the legislative update; she also noted the great turnout for the May 20 transportation rally. She also reported on the Metro public meeting that was held in support of the transportation legislation and said that over 400 people attended.

Mayor Lewis briefed the Board on the ongoing subarea Chairs and Vice-Chair agreement discussion. He said that the group was developing a new interlocal with King County that

would address County needs while recognizing the differences between the three transportation Boards. He said that most of the issues have been resolved and a side-by-side comparison of the current SCATBd Agreement and the proposed new agreement will be presented at the next SCATBd meeting for review and discussion.

### **III. Possible Action Item, SCATBd Support Letter for SHB 1954**

Chris Arkills asked if the Board was willing to send a letter of support for the passage of Substitute House Bill (SHB) 1954 to the South King County area Senators and Representatives. SHB 1954 is bill that includes a variety of local transportation revenue options and is consistent with SCATBd's 2013 legislative agenda.

### **A Motion was made and seconded to send a letter of support for SHB 1954 to South King County Senators and Legislators. The Motions was approved by SCATBd.**

The Board also asked that electronic signatures of all members present at the meeting be attached to the support letter.

### **IV. Update on I-405/SR 167 Corridor Project - Denise Cieri and Kim Henry, WSDOT**

Kim Henry and Denise Cieri updated the Board on the current status of the Eastside Corridor Tolling Study. Key items being studied include the car-pool policy and express tolling options. The 2011 State Legislature gave WSDOT the OK to move forward with express toll lanes on I-405 and SR 167. The I-405/SR 167 Corridor vision includes new highway lanes, improved interchanges, and express toll lanes. Other features, such as the SR 167 Express Toll Lanes Pilot Project and SR 167 extension in Pierce County, will connect the entire corridor with a system better equipped to manage traffic demands in the future. Current projects include I-405 express toll lanes being constructed in the 17-mile stretch between NE 6th Street in Bellevue and I-5 in Lynnwood, with a planned opening date of late 2015; and the south bound HOT lane extension on SR 167 to just south of the County line with and opening planned for 2017. Additional unfunded projects include the Bellevue to Renton widening/express toll lanes, and the I-405/SR 167 connector project.

The study is also looking at possible carpool scenarios for the express toll lanes. The majority of the region has a 2+ carpools system, but because they are the HOV lanes are overcrowded WSDOT is currently looking at 3+ car pool option. The I-405/SR 167 Executive Advisory Group has advised that a 3+ carpool was a big change and WSDOT staff is currently looking at transition options including 3+ carpool free during the peak period, 2+ carpool free during the off-peak period, or a Carpool discount.

SCATBd Boardmembers discussed possible methods to identify carpools, including photo identification, windshield stickers, and license plat stickers. The Board was informed that the carpool identification option chosen will be simple and will work on tolled and HOT lane facilities across the state.

## **V. 2012 Statewide VOWS Panel Transportation Survey – Andrew Thibault, EMC Research**

Andrew Thibault from EMC Research briefed the Board on the 2012 Voters of Washington State (VOWS) Transportation Survey. He said the State Legislature directed the Transportation Commission to establish a Statewide Survey Panel and conduct surveys of the panel to provide the Governor and Legislature with data about the opinions, preferences and priorities of citizens on transportation policy and funding.

Mr. Thibault said this was an on-line survey and was a fairly robust data set that was representative of Washington State Voters. Over 13,000 people followed the survey link in the email invitation and 7,896 people completed the entire survey by the December 20th deadline. The following are the key findings of the 2012 survey:

- Grades for local transportation systems, and consequently attitudes about funding fairness, have gotten worse.
- Voters largely agree that the state needs additional transportation revenue, but this does not translate into support for tax/fee increases.
- When asked how much \$2.1 Billion/year in identified transportation needs voters would fund, the average was \$763 Million, or 36%.
- Although voters say they are willing to fund \$763M in needs, they only support \$554M in specific revenue increases, or 26% of the total \$2.1 billion need. Even after being made aware of the extent of the need, only about half of voters support any increase in the Gas Tax, MVET, or VLF.
- Tolling for new construction and maintenance/improvement of some existing roads has strong support across the state. Combined, a majority of voters support using toll revenue for the entire travel corridor (38%) or all toll projects statewide (18%). About a third think toll money should only be used on the project where it is collected.
- Of the six long term funding sources tested in the survey, only a vehicle emissions fee and tolling receive majority support. The other future revenue sources included VMT fees, fees for fuel efficient vehicles, a sales tax on gas, and a statewide property tax dedicated to state and local projects.

Mr. Thibault said the one main takeaway from this survey is that the voters will not bail out the state regarding funding transportation needs; the State Legislature will have to do it.

## **V. Growing Transit Communities Briefing – Sara Nikolic, PSRC**

Ms. Nikolic gave a brief overview of the Growing Transit Communities strategies that are currently out for public comment. She said the 3 year effort was funded by \$5 million grant from Partnership for Sustainable Communities. The study was limited to 3 geographies and included the current LINK/BRT corridor between Seattle and Tacoma.

The Growing Transit Communities Strategy includes a three-part implementation plan to promote thriving and equitable transit communities in the central Puget Sound region. The Regional Compact will affirm the region's diverse partners' support for the Partnership's work and a commitment to work toward regional goals by implementing the Strategy. The Typology and Recommended Strategies and Actions, include eight implementation

approaches, 24 recommended strategies, and corridor specific priorities that will guide an evolving approach to transit communities. The Individual Work Plans are local government, agency, or organization specific work plans, to be developed individually and in consultation with PSRC staff, which define short- and medium-term actions that can implement the Strategy.

Board members express concerns about the term affordable housing and said that it had different meaning in different communities. Concerns were also express about the potential of pushing out low income households from areas as transit communities are developed. Board members said there needs to be a lot more discussion amongst transit stakeholders throughout the region rather than those just within the corridors identified in planning study. Board members said that the GTC effort had to be more inclusive in applying the GTC strategies. Chris Arkills said King County was supportive of Growing Transit Communities strategy of focusing development near transit, and the resulting balance between local control and encouraging coordinated planning effort around transit areas. Ms. Nikolic said that staff acknowledged concerns express by Board members, and said that the GTC recommendations will go through a thorough review process by PSRC boards before being implemented within the region.

**Other Attendees:**

Councilmember Bill Peloza, Auburn	Councilmember Tamie Deady, Black Diamond
Dan Holmquist, HNTB Corp	Don Samdahl, Fehr & Peers
Amy Danberg, WSDOT I-405 Program	Cathy Mooney, Kent
Kim Henry, WSDOT I-405 Program	Councilmember Dana Ralph, Kent
Denise Cieri, WSDOT	Melaku Dubie, Kent
Samantha Casne, King County	Glenn Akramoff, Covington
Monica Whitman, SCA	Ron Posthuma, King County
Tom Gut, SeaTac	Rick Perez, Federal Way
Paul Takamine, King County	Andrew Thibault, EMC Research
Sara Nikolic, PSRC	